DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: BR000-0001-00(216) Appling Toombs
P.I. No.: 0001216
SR 4/US 1 @ Altamaha River

OFFICE: Engineering Services

DATE: May 5, 2010

FROM: Ronald E. Wishon, State Project Review Engineer REW

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Robert Murphy

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held February 8-11, 2010. Responses were received on May 5, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
GENERAL CONCEPTS (G)				
G-5	Reduce the amount of ROW being purchased between Sta. 47+50 and Sta. 86+00 and use a 20 ft temporary easement instead	$98,208	Yes	This will be done.
SECTION (S)				
S-1	Use a 10 ft wide shoulder with 4 ft paved section in lieu of 6 ½ ft paved section	$80,072	No	S-1 no longer applies since S-5 will be done.
S-3	Revise the pavement section on the boat access road and use surface treatment in lieu of 1 ½ in thick asphalt with GAB	$9,994	No	Surface treatment is best applied to existing gravel/dirt roads that have been compacted over many years. As this access road will be placed on new fill, the surface treatment will need a stronger base course for support. The proposed savings would be quickly negated by maintenance and repair.

S-5	Use 10 ft wide shoulder with a 4 ft wide full depth paved section in lieu of thinner 6.5 ft wide paved section	$76,738	Yes	This will be done.
S-6	Use 11 ft wide travel lanes with 10 ft wide shoulders and 4 ft wide full depth paved shoulder section in lieu of 12 ft wide lanes with 6 ½ ft wide paved thinner section	$365,627	No	The roadway carries 16.5% truck traffic which makes 12 foot lanes appropriate, especially while the roadway is functioning as a two lane section with two-way traffic.
S-8	Do not demolish the existing pavement and bridge after the new parallel road is complete. Demo cost would be saved in this phase, deferred, but added to the future four lane project.	$500,000	No	Deferring this cost will result in higher removal cost in the future as a result of inflation. There would also be interim costs to inspect and maintain the structures that are a liability to the State.
PROFILE (P)				
P-1	Change the profile slope from 0% to a minimum of 0.25% from Sta. 63+84 to Sta. 113+16 to improve drainage	Design Suggestion	No	Adequate drainage is provided by the roadway cross slope. In order to maintain a minimum 0.25% slope and provide adequate freeboard at the bridges, the profile would have to "roll". This cannot be achieved without creating low points on Bridge No. 1. Creating low points where water is concentrated over a few weep holes is an undesirable situation. If the weep holes clog, the water spread is more severe.
BRIDGE #1 (B1) ALTAMAHA RIVER				
B1-1	Reduce the bridge gutter to gutter width from 40 ft to 36 ft by using 6 ft wide shoulders in lieu of 8 ft shoulders	$389,400	No	Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide a refuge for disabled vehicles as well as an area for emergency access.

BRIDGE #2 (B2) OVERFLOW 1				
B2-1	Reduce the bridge gutter to gutter width from 40 ft to 36 ft by using 6 ft wide shoulders in lieu of 8 ft shoulders	$26,400	No	Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide a refuge for disabled vehicles as well as an area for emergency access.
B2-4	Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #2 and replacing it with an embankment roadway section	$892,431	No	While the initial response was to try to implement this recommendation, further study determined that a guidebank of 300 feet would be required. Additional ROW would be required, and additional wetland and stream impacts would require permitting. OES also identified Stream 10 under the overflow bridge.
BRIDGE #3 (B3) WILLIAMS CREEK				
B3-1	Reduce the bridge gutter to gutter width from 40 ft to 36 ft by using 6 ft wide shoulders in lieu of 8 ft shoulders	$33,440	No	Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide a refuge for disabled vehicles as well as an area for emergency access.
B3-4	Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #3 and replacing it with an embankment roadway section	$1,187,467	No	Williams Creek is an established creek, not an intermittent or perennial stream. OES identified Stream 15 at Sta. 110+00 to 113+00. Replacing the existing bridge with embankment would require additional stream mitigation and would be very difficult to permit.

Please note, the Project Manager's responses contained a response to S-4. The VE Team presented S-4 during the presentation on the last day of the VE Study; however, it was not included in the final report. The anticipated cost savings were in fact an additional cost and the recommendation did not add any value to the project. S-4 has not been included in the implementation letter.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 5/6/10
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Ben Buchan
Bobby Hilliard/Mike Haithcock/Robert Murphy
Paul Liles/Bill Duvall/Bill Ingalsbe/Judy Meisner
Amber Phillips
Will Murphy/Brad Saxon/Teresa Scott
Nabil Raad
Marco Trigueros
Eugene Utsalo
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BR000-0001-00(216) Appling/Toombs, County
P.I. No. 0001216
BR Replacement of Altamaha River, Overflow,
And Williams Creek Bridge

OFFICE Program Delivery

DATE May 5, 2010

FROM Bobby K. Hilliard, PE, State Program Delivery Engineer B.H.

TO Ron Wishon, State Project Review Engineer
Atten: Lisa Myers, Assistant State Project Review Engineer VE Coordinator

SUBJECT **Value Engineering Study Responses**

The Office of Program Delivery received the value engineering recommendations for the above referenced project. We have addressed your comments. This office has reviewed and concurs with the attached Value Engineering Study Responses prepared by Heath and Lineback Engineers on behalf of GDOT.

Concurrence letters from the Office of Bridge Design, The Office of Environmental Services, and The Office of Materials and Research are attached for your review. If additional information is needed, please don't hesitate to contact Robert Murphy @ 404-631-1586

MM

BKH:MAH:RPM
Attachments

Cc: Ben Buchan, Director of Engineering

Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD • BUILDING 200 • MARIETTA, GEORGIA 30066-5393
e-mail: hle@heath-lineback.com
(770) 424-1668 • Fax (770) 424-2907

April 22, 2010

Mr. Ronald E. Wishon
State Project Review Engineer
Georgia Department of Transportation
600 W. Peachtree Street, NW, 5th Floor
Atlanta, Georgia 30308
Attn: Lisa Myers

RE: BR000-0001-00(216) Appling and Toombs Counties, PI No. 0001216
US 1/SR 4 Bridge Replacement over Altamaha River, Overflow 1 and Williams Creek
Response to Value Engineering Study Report

Dear Mr. Wishon:

We have reviewed the Value Engineering Study Report, dated February 2010, and offer the following responses to the recommendations.

Recommendation G-5: "Reduce the amount of right-of-way being purchased between STA 47+50 to STA 86+00 and use a 20 ft. temporary easement instead."
Yes, we will implement the recommendation.

Recommendation S-1: "Use a 10-ft.-wide shoulder with 4 ft. paved section in lieu of 6.5-ft.-wide paved section."
No, we will not implement the recommendation. This recommendation is superceded by S-5 since S-5 is the same as this recommendation, except that it recommends a 4 ft. full depth shoulder. This recommendation will not be implemented due to the percent trucks being 16.5%.

Recommendation S-3: "Revise the pavement section on the boat access road and use surface treatment in lieu of 1 1/2-in.-thick asphalt with graded aggregate base."
No, we will not implement the recommendation. Surface treatment is best applied to existing gravel/dirt roads that have been compacted over many years. As this access road will be on new fill, the surface treatment will need a stronger base course for support. The savings of $12,532 are easily lost in one round of maintenance and repair.

Recommendation S-4: "Use 10-ft.-wide shoulder with a 6.5-ft.-wide full depth paved section in lieu of thinner 6.5-ft.-wide paved section."
No, we will not implement the recommendation. This route is not designated as a bicycle route. The 6.5 foot wide shoulder at full depth is not a good value over the life of the project and overall costs more. This recommendation is superceded by S-5.

Recommendation S-5: "Use 10-ft.-wide shoulder with a 4-ft.-wide full depth paved section in lieu of thinner 6.5-ft.-wide paved section."
Yes, we will implement the recommendation.

Recommendation S-6: "Use 11-ft.-wide travel lanes with 10-ft.-wide shoulder and 4-ft.-wide full depth paved shoulder section in lieu of 12-ft.-wide lanes with 6.5-ft.-wide paved thinner section."
No, we will not implement this recommendation. The roadway carries 16.5% truck traffic, which makes 12-foot lanes the appropriate choice from a safety standpoint, especially while the road is functioning as a two lane section carrying two-way traffic.

Recommendation S-8: "Do not demolish the existing pavement and bridges after the new parallel road is complete. Demo cost would be saved in this phase, deferred, but added to the future four-lane project."
No, we will not implement this recommendation. Deferring this cost will most certainly result in higher removal cost in the future as a result of inflation. The future widening project that would include removal is uncertain. In addition, there will be costs in the interim to inspect and maintain structures that are a liability to the State. And finally, the liability created by leaving behind old structures has an unknown cost. Also, see Bridge office response.

Suggestion P-1: "Change the profile slope from STA 63+84 to STA 113+16 from 0% to a minimum of 0.25% slope to improve drainage."
No, we will not implement this suggestion. Adequate drainage is provided by the roadway cross-slope. In order to provide a minimum 0.25% slope and provide adequate freeboard at the bridges, the profile would have to "roll." This cannot be achieved without creating low points on Bridge No. 1. Creating low points where water is concentrated over a few weep holes is an undesirable situation. If weep holes clog in the low point, the water spread is more severe. The bridge is proposed to be crowned for water to flow away from the centerline at 2%. If weep holes clog, the water will move longitudinally to open weep holes before spreading into the travel lane.

Recommendation B1-1: "Reduce the bridge gutter-to-gutter width from 40ft to 36 ft by using 6ft wide shoulder in lieu of 8ft shoulders."
No, we will not implement this recommendation. After serious consideration, we believe the MOG guidance of 40 feet from gutter to gutter is most applicable in this situation. Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide reasonable safety in the case of vehicle breakdowns as well as emergency vehicle access. Also, see Bridge office response.

Recommendation B2-1: "Reduce the bridge gutter-to-gutter width from 40 ft. to 36 ft. by using 6-ft.-wide shoulders in lieu of 8-ft.-wide shoulders."

No, we will not implement this recommendation. After serious consideration, we believe the MOG guidance of 40 feet from gutter to gutter is most applicable in this situation. Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide reasonable safety in the case of vehicle breakdowns as well as emergency vehicle access. Also, see Bridge office response.

Recommendation B2-4: "Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #2 and replacing it with an embankment roadway section."
No, the initial response from HLE was "Yes, we will attempt to implement this recommendation. A guidebank approximately 300 feet long will be required. Additional required right-of-way will be needed to construct and maintain the guide bank. Additional environmental study will be required and additional wetland and stream impacts will require permitting. OES identified Stream 10 under the overflow bridge at station 99+00." After consulting with the GDOT Bridge Office it was determined that this recommendation should not be implemented. See Bridge Office response attached.

Recommendation B3-1: "Reduce the bridge gutter-to-gutter width from 40 ft. to 36 ft. by using 6-ft.-wide shoulders in lieu of 8-ft.-wide shoulders."
No, we will not implement this recommendation. After serious consideration, we believe the MOG guidance of 40 feet from gutter to gutter is most applicable in this situation. Since this bridge will initially function as a two-way travel way, and the future widening project is uncertain, the 8 foot shoulders are necessary for a 4000 foot long structure. The 8 foot shoulders provide reasonable safety in the case of vehicle breakdowns as well as emergency vehicle access. Also, see Bridge office response.

Recommendation B3-4: "Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #3 (Williams Creek) and replacing it with an embankment roadway section."
No, we will not implement this recommendation. Williams Creek is an established creek, not an intermittent or perennial stream. OES identified Stream 15 at station 110+00 to 113+00. Replacing the existing bridge with embankment would require additional stream mitigation and would be difficult if not impossible to permit. Also see Bridge Office response.

If we can provide any further information or answer any questions, please contact me at 770-424-1668.

Sincerely,
HEATH & LINEBACK ENGINEERS, INC.

W. Allen Krivsky, P.E.
Vice President
j:\2009024\2009024.001\Admin\2009024.001.059 Revised VE Response.docx

Murphy, Robert

From: Jubran, Abdallah (AJ)
Sent: Thursday, April 22, 2010 7:56 PM
To: Murphy, Robert
Subject: RE: V.E. Recommendations and Responses for P.I.#0001216

Robert,

S-3

I do not recommend implementing the change of 12.5 mm SP with surface treatment. I also recommend that the HMA section be thickened. Placing 1.5 inches of HMA directly on GAB is not practical or common practice. In addition, the GAB will reflect through this thin an HMA layer and recommend that a 3 inch binder layer be placed in addition to the surface layer over GAB as a minimum. I can perform more detailed analysis of what you need with additional information. Is this access road going to a boat ramp? If so, what is the ramp pavement? Etc... those are some questions that come to mind.

Recommendation S-3: "Revise the pavement section on the boat access road and u treatment in lieu of 1 1/2-in.-thick asphalt with graded aggregate base."
No, we will not implement the recommendation. Surface treatment is best applied t gravel/dirt roads that have been compacted over many years. As this access road w fill, the surface treatment will need a stronger base course for support. The savings are easily lost in one round of maintenance and repair.

A.J. Jubran, P.E.
State Pavement Engineer
Georgia Department of Transportation
404-363-7582
404-363-7684 fax

ajubran@dot.ga.gov

Help GDOT serve you better. Visit http://www.howsmyservice.dot.ga.gov and rate the service you received from Team GDOT.

From: Murphy, Robert
Sent: Monday, March 29, 2010 8:56 AM
To: Geary, Georgene; Jubran, Abdallah (AJ); Pahno, Steve V
Subject: V.E. Recommendations and Responses for P.I.#0001216

Team,

Can you please review the attached V.E. Recommendations and Responses for the above listed project. Recommendation S-3 specifically indicate revising the pavement section. However, please look at my consultant response and indicate to me if you concur with their approach.

Should you have any questions please contact me.

RF

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BR000-0001-00(216) APPLING/TOOMBS COUNTIES **DATE** April 2, 2010
P.I No. 0001216

FROM Paul V. Liles, Jr., P.E., State Bridge Engineer

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attn: Robert Murphy

SUBJECT **BRIDGE DESIGN VALUE ENGINEERING RESPONSE**

The Value Engineering Study for the above referenced project dated February 23, 2010 contained six VE Alternatives requiring response from the Bridge Office (S-8, B1-1, B2-1, B2-4, B3-1 and B3-4). Below are our recommendations for these alternatives/suggestions.

S-8 VE Alternative – "Defer demolition of old pavement and bridges until the next phase of construction which will widen the roadway from two lanes to four."

Recommendation: **Do not implement**. The replaced bridge is a liability and maintenance burden on the Department and needs to be removed. Delaying the removal will not provide any savings to the Department. If the future project is not built the removal cost for a stand-alone project would be even greater.

B1-1 VE Alternative – "Use a gutter-to-gutter width of 36 ft. with an out-to-out width of 39 ft. 3 in."

Recommendation: **Do not implement**. Upon completion of the construction, this bridge will function as a two-lane facility. Based on the traffic and percentage of trucks utilizing this roadway, the 8-foot shoulders are appropriate. These shoulder widths provide reasonable safety for stranded motorists and emergency vehicle access.

B2-1 VE Alternative – "Use a gutter-to-gutter width of 36 ft. with an out-to-out width of 39 ft. 3 in."

Recommendation: **Do not implement**. Upon completion of the construction, this bridge will function as a two-lane facility. Based on the traffic and percentage of trucks utilizing this roadway, the 8-foot shoulders are appropriate. These shoulder widths provide reasonable safety for stranded motorists and emergency vehicle access.

B2-4 VE Alternative – "Eliminate the 300 ft. long Bridge #2 at Overflow #1 and replace it with an embankment roadway section."

Recommendation: **Do not implement**. This alternate was considered during the development of the bridge hydraulics study by the consultant. Removal of this overflow structure would require the addition of guidebanks, additional right-of-way and would increase the wetland impacts. In addition, Stream #10 has been identified at this location. The overflow structure cannot be eliminated at this location.

B3-1 VE Alternative – "Use a gutter-to-gutter width of 36 ft. with an out-to-out width of 39 ft. 3 in."

Recommendation: **Do not implement**. Upon completion of the construction, this bridge will function as a two-lane facility. Based on the traffic and percentage of trucks utilizing this roadway, the 8-foot shoulders are appropriate. These shoulder widths provide reasonable safety for stranded motorists and emergency vehicle access.

B3-4 VE Alternative – "Re-run the hydraulics model and consider replacing the existing Bridge #3 with a roadway embankment section."

Recommendation: **Do not implement**. A bridge hydraulics study has been completed by the consultant for the crossing of Williams Creek. The study determined that a bridge is required for this site. The Williams Creek structure cannot be eliminated.

If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address bduvall@dot.ga.gov.

PVL/WMD

cc: Ron Wishon, Engineering Services
Bill DuVall, Bridge Office

Atlanta Ga. 30308
404-631-1586 office
404-309-0807 cell
email: romurphy@dot.ga.gov

From: Phillips, Amber
Sent: Monday, April 05, 2010 3:54 PM
To: Murphy, Robert
Cc: Bowman, Glenn; Cox, Jonathan
Subject: FW: V.E. recommendations and Responses for P.I. #0001216

From: Phillips, Amber
Sent: Monday, April 05, 2010 2:53 PM
To: Bowman, Glenn; Cox, Jonathan
Subject: RE: V.E. recommendations and Responses for P.I. #0001216

Robert, see our responses below. If you have any questions please let me know. Also make sure that if we choose to do these things that the design cost savings is not offset by the increase (or potential increase) in ecology mitigation cost. If we implement these things make sure our office knows of the final decision so that studies can be updated for changes.

Recommendation B2-4: "Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #2 and replacing it with an embankment roadway section."
Yes, we will attempt to implement this recommendation. A guidebank approximately 300 feet long will be required. Additional required right-of-way will be needed to construct and main the guide bank. Additional environmental study will be required and additional wetland and stream impacts will require permitting. OES identified Stream 10 under the overflow bridge a station 99+00.

This will also require the purchase of additional mitigation credits.

Recommendation B3-4: "Re-run the hydraulics program to evaluate the possibility of eliminating Bridge #3 (Williams Creek) and replacing it with an embankment roadway section.
No, we will not implement this recommendation. Williams Creek is an established creek, not an intermittent or perennial stream. OES identified Stream 15 at station 110+00 to 113+00. Replacing the existing bridge with embankment would require additional stream mitigation and would be difficult if not impossible to permit.

Strike the following "Williams Creek is an established creek, not an intermittent or perennial stream." If they don't want to strike it then correct it to state the type of stream it is... perennial or intermittent.

Thanks so much,

Amber L. Phillips
Georgia Department of Transportation
Office of Environment/Location
One GA Center
600 West Peachtree Street
Floor 16
Atlanta GA, 30308
Phone: 404-631-1117

Fax: 404-631-1916

From: Bowman, Glenn
Sent: Monday, April 05, 2010 10:02 AM
To: Cox, Jonathan; Phillips, Amber
Cc: Bowman, Glenn
Subject: RE: V.E. recommendations and Responses for P.I. #0001216

What is our response on this?

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
Phone: 404-631-1101 Fax: 404-631-1916

From: Cox, Jonathan
Sent: Wednesday, March 31, 2010 4:19 PM
To: Bowman, Glenn; Phillips, Amber
Subject: RE: V.E. recommendations and Responses for P.I. #0001216

I am not sure what an "embankment roadway" is? How do you eliminate a bridge build a roadway over water without completely filling it?

From: Bowman, Glenn
Sent: Monday, March 29, 2010 1:10 PM
To: Cox, Jonathan; Phillips, Amber
Subject: RE: V.E. recommendations and Responses for P.I. #0001216

What I gather is that 0001216 is a two lane replacement of existing bridges? But we have a document and individual permit pending etc. for an arterial widening? I think the short answer is no for ecological reasons, right?

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
Phone: 404-631-1101 Fax: 404-631-1916

From: Murphy, Robert
Sent: Monday, March 29, 2010 9:00 AM
To: Bowman, Glenn; Cox, Jonathan; Phillips, Amber
Subject: V.E. recommendations and Responses for P.I. #0001216

Team,

Could you please review V.E. Recommendations B2-4 and B3-4 and indicate to me if you concur with Health and Lineback responses to these recommendations. Please inform me in writing so I can generate the final report to Engineering Services.

Should you have any questions or comments please contact me at your convenience.

Thank you.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BR000-0001-00(216)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED US 1/ SR 4 BRIDGE REPLACEMENT OVER ALTAMAHA RIVER, OVERFLOW 1 AND WILLIAMS CREEK BR000-0001-00(216) APPLING AND TOOMBS COUNTIES

FEDERAL AID PROJECT

LOCATION SKETCH

DESIGN DATA:
TRAFFIC ADT.: 5300 (2012)
TRAFFIC ADT.: 10,350 (2032)
TRAFFIC D.H.V.: 1035 (2032)
DIRECTIONAL DIST.: 50%
% TRUCKS: 16.5%
24 HR.TRUCKS %: 18.5%
SPEED DESIGN: 65 mph
ZONE: GEORGIA WEST
HORIZ.DATUM: NAD 83
VERT.DATUM: NAVD 88
MEASUREMENT: ENGLISH

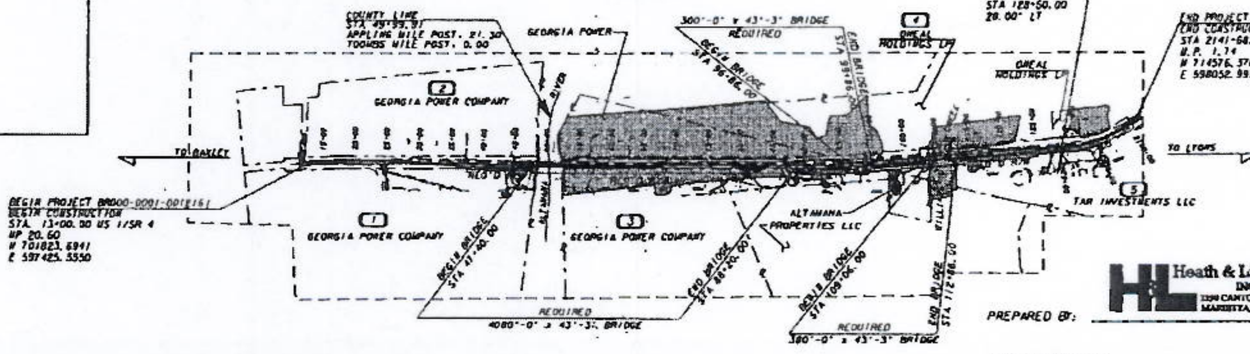
LOCATION & DESIGN APPROVAL DATE: XX-XX-XXXX

FUNCTIONAL CLASS: RURAL PRINCIPAL ARTERIAL

THIS PROJECT IS 28% IN APPLING AND 72% IN TOOMBS COUNTIES AND IS 100% IN CONG. DIST. NO. 1 AND 12.

PROJECT DESIGNATION: EXEMPT

FEDERAL ROUTE # 1
STATE ROUTE # 4
P.I. NO. 0001216



Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

PREPARED BY: ______

RECOMMENDED FOR SUBMISSION BY: ______
DESIGN

SUBMITTED BY: ______
DISTRICT ENGINEER

DATE	CHIEF ENGINEER
PLANS COMPLETED	- -
REVISIONS	

SCALE IN FEET
0 800 1600 3200

BR000-0001-00(216) APPLING & TOOMBS COUNTIES
P.I. NO. 0001216 COUNTY CODE NO. 001 & 279

RECAPITULATION	LENGTH OF PROJECT MILES APPLING	TOOMBS	TOTAL
NET LENGTH OF ROADWAY	0.651	0.885	1.503
NET LENGTH OF BRIDGES	0.049	0.853	0.934
NET LENGTH OF PROJECT	0.700	1.737	2.437
NET LENGTH OF EXCEPTIONS	0.000	0.000	0.000
GROSS LENGTH OF PROJECT	0.700	1.737	2.437

NOTE:
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BR000-0001-00(216) - APPLING AND TOOMBS COUNTIES

PRECONSTRUCTION STATUS REPORT FOR PI:0001216

PROJ ID : 0001216
COUNTY : Appling, Toombs
LENGTH (MI) 1.50
PROJ NO.: BR000-0001-00(216)
PROJ MGR: Murphy, Robert P.
AOHD Initials: MAH
OFFICE : Program Delivery
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: Heath & Lineback Engineers, Inc.

SR 4/US 1 @ ALTAMAHA RIVER; OVERFLOW & WILLIAMS CREEK

MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Bridges
CONCEPT: BR WIDENING
PROG TYPE: Replacement
Prov. for ITS: N
BOND PROJ : GRIP Q10 BRIDGE

PRIORITY CODE:
DOT DIST: 5
CONG. DIST: 1, 12
BIKE: N
MEASURE: E
NEEDS SCORE: 06
BRIDGE SUFF: 26 45, 26 45, 32 50

MGMT LET DATE :
MGMT ROW DATE :
BASELINE LET DATE:
SCHED LET DATE : 11/16/2011
WHO LETS?: GDOT Let
LET WITH : 522220-, 522225-

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	5/7/2002	7/25/2002	100
				Concept Meeting	6/17/2002	6/17/2002	100
				PM Submit Concept Report	6/17/2002	6/17/2002	100
				Receive Preconstruction Concept Approval	5/14/2002	6/17/2002	100
				Management Concept Approval Complete	**7/24/2002**	**7/25/2002**	**100**
			6/10/2010	Revise or Re-validate Approved Concept	1/8/2010		50
			5/27/2010	Value Engineering Study	10/2/2009		83
				Environmental Approval	**11/1/1995**	**2/14/2008**	75
				Field Surveys/SDE	1/17/2002	7/31/2002	100
			6/10/2010	**Preliminary Plans**	**7/4/2002**		100
				Preliminary Bridge Design	8/9/2002	4/8/2003	100
		5/28/2010	7/15/2010	404 Permit Obtainment			0
		7/16/2010	7/19/2010	PFPR Inspection			0
			7/19/2010	R/W Plans Preparation	1/8/2010		100
		7/20/2010	**8/6/2010**	**R/W Plans Final Approval**			**0**
		8/25/2010	8/25/2010	L & D Approval			0
		9/6/2010	9/8/2010	R/W Authorization			0
		12/16/2010	12/29/2010	Stake R/W			0
				Soil Survey	5/26/2004	5/26/2004	100
		6/11/2010	7/20/2010	Bridge Foundation Investigation			0
		8/26/2010	**2/10/2011**	**Final Design**			**0**
		10/19/2010	12/13/2010	Final Bridge Plans Preparation			0
		3/4/2011	3/7/2011	FFPR Inspection			0
		3/21/2011	4/1/2011	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2002	2002	1,249,835.00	Q05	AUTHORIZED	9/7/2001
ROW	LR	2011	171,548.06	L1C0	PRECST	
CST	LR	2015	32,312,451.78	L1C0	PRECST	

PE Cost Est Amt: Date:
ROW Cost Est Amt: 141,000.00 Date: 9/26/2005
CST Cost Est Amt: 25,537,000.00 Date: 7/31/2008

STIP AMOUNTS

Activity	Cost	Fund
PE		Q05
ROW	0.00	L1C0
CST	0.00	L1C0

PDD: LR JULY00: REASSIGNED Consultant Design 4/25/01. [GARVEE](5/2/01). OEL 11/19/02. w/522220 Toombs. 2/20/04.
Bridge: SCP 04/01/03
Design: PKC executed / Preparing for VE Study 2-08-10
EIS: EA 5-9-07/NoSchRW/Phillips 4-20-09
LGPA: APPLING SGN DO UTIL 4-2-02|REQ TOOMBS DO UTL 3-21-02|RESCISSION LETTER SENT TO APPLING & TOOMBS 10-21-05.
Permits: INDIVIDUAL PERMIT REQUIRED. NEED REVISED STUDIES.
Planning: INCLUDES ROADWAY TO ALTAMAHA RV
Programming: #1 11-01|#2 4-02|#3 6-02|#4 12-02|#5 3-04
Traffic Op: CAH|BR REPL PRJCT|S&M PLNS N/R|032801
Utility: OCD SUE compl 2/2/04 - BSI/Clear
EMG: BRIDGE REPLACEMENT/WIDENING
Conceptual Desig: BC=0.02 Tier 4

District Comments

Same Env Doc w/ 0001216, 522180, 522185, 522190, 522200, 522220 & 522225 (Lyons Byp Doc)
PKC with Heath & Lineback being negotiateed for 3 bridges (Altamaha River, Williams Creek & Overflow bridges only). (9/25/09)

Prel. Parcel CT: **Total Parcel in ROW System:** **Cond. Filed:** **Acquired by:** DOT *DEEDS CT:*
Under Review: **Options - Pending:** **Relocations:** **Acquisition MGR:**
Released: **Condemnations- Pend:** **Acquired:** **R/W Cert Date:**